



For IMMEDIATE RELEASE  
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### **Clark-Shirley HOV/HOT Lane Proposal Provides Immediate and Long Term Financial Help for I-95 Corridor Transit Providers**

*Initial \$60 million investment for VRE and commuter parking lot expansion  
More than \$500 million for transit over the life of the project*

**Lorton, VA** -- Today, the Clark-Shirley Team presented its detailed proposal to address the growing congestion in the I-95/I-395 corridor from Spotsylvania County to Washington, D.C. to the Potomac and Rappahannock Transportation Commission (PRTC) during its July meeting. The Clark-Shirley solution, known as 95 Express, provides financial and infrastructure support for the existing rail and bus/carpool transit systems already operating in the I-95/I-395 corridor.

"As VRE's co-owner and operator of the highly successful OmniRide and OmniLink bus service, we knew PRTC would be interested in our proposal," said Michael Post of the Clark-Shirley team. "We took the time to not only review adopted strategic plans but to talk directly with staff and commission members to develop ideas for both immediate and long term support that will keep transit an effective option in the corridor."

The Clark-Shirley detailed proposal includes the following initiatives to support transit:

- The Virginia Railway Express gets \$30 million initially to use to purchase more rail cars which will meet their greatest need in accommodating the monthly passenger increases.
- Over 2,000 new park and ride spaces will be constructed for commuters at a cost of \$30 million which will expand opportunities for carpools and will support the ongoing operations of the 12 public and private bus operators in the corridor. Four initial candidates for park and ride lot expansion have been identified in Spotsylvania, Stafford, Prince William and Fairfax counties.
- Extend and expand existing HOV lanes to Falmouth which will facilitate efforts to serve the growing number of residential and employment centers by bus.

“In addition to the \$60 million in upfront direct transit support and the hundreds of millions spent on HOV lane expansion we believe public officials will look to spend a substantial part of the \$500 million in excess toll revenues generated on the region’s transit systems,” added Mr. Post. “The excess toll revenues are private funds that can be leveraged by the public sector to provide safe, affordable and convenient public transit.”

Other benefits of the Clark-Shirley detailed proposal for the corridor include:

- Constructing additional lanes on I-95 between Route 17 and Route 1 that will be open to all users at no cost.
- Adding a southbound two-lane collector-distributor network between Route 17 and Route 3 to benefit local commuters.
- Constructing Phase 8 of the Springfield Interchange project (freeing up \$85 million previously allocated by VDOT).
- No public funding as the project is 100 percent privately funded and does not use any programmed Virginia or Federal funds.
- Extensive team experience including the most experienced HOT lane designers and operators in the United States.

The 95 Express solution continues the HOV-3 concept of allowing 3-passenger vehicles, buses and emergency vehicles to travel in the corridor free at all times. Low Occupancy Vehicles (LOVs) with fewer than three (3) passengers will have the option of using the HOV/HOT lanes by paying a toll based on time-of-day pricing. By adding additional lane capacity to the existing HOV network and actively managing prices, a free-flow experience for HOV users will be maintained and enforcement will be enhanced.

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